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1. The high command of the Yugoslav Air Force is located at Zemun. The country is divided into four air district commands. Directly attached to the high command headquarters are a council, an escort company, and an auto park. The high command is organized in the following sections: operations, organization, political, personnel, information, training, fighter, ordnance, navigation, cipher, supply, technical, quarters, flight control, parachute fighter, meteorological, radio, medical, chemical defense, finance, military court.
2. An air district command has a commander and the following sections: organization, political, personnel, administration, finance, supply, technical, construction, meteorological, chemical defense, communications, fire brigade, motor transport, military court, medical.
3. The four air district commands have their headquarters; 1, at Novi Sad; 2, at Skoplje; 3, at Sarajevo; 4, at Zagreb. The functions of the district commands are: the selection of locations for new permanent or auxiliary airfields; the construction, organization, repair and modernization of airfields; supply of materials; security measures; ground and air defense; procurement of needed technical materials; utilization of materials; provisioning; supervision of goniometric, meteorological and radar stations; supply of apparatus and equipment; fire protection; organization of medical service; supervision of the airfield police.
4. The air corps is organized operatively into divisions, regiments, squadrons, and sections called "patrols." There are four air divisions: a fighter division, a light bomber division, and two assault divisions. In addition to these divisions, there are special units attached directly to the air force high command, as follows: a jet fighter squadron, an independent special air regiment, a reconnaissance regiment, and an air transport regiment.

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5. Headquarters of the Fighter Division are at Ljubljana. The division consists of the 112, 113 and 114 Fighter regiments. The 113 Regiment was formerly at Skoplje but is now at the Domzale Airfield near Ljubljana. Besides this airfield, the division has two auxiliary airfields, one northwest and one southwest of the Slovenian capital. A regiment of this division has on various occasions been temporarily detached to be sent to an endangered sector.
6. A fighter regiment consists of three squadrons. Each squadron has four sections, or "patrols," of three planes each. A regiment has 43 planes altogether: 36 in the three squadrons, plus one for the commander and six reserve planes. The division has about 130 planes, mostly out-of-date Soviet YAKs. All squadrons of the 112 Regiment are equipped with YAK-3s. In the 113 Regiment, the 1 Squadron has YAK-3, the 2 Squadron YAK-9, and the 3 Squadron YAK-7 machines. The commander of this regiment is a certain Air Major Bracun.
7. There are no night fighters or night flyers in the Yugoslav Air Force.
8. Headquarters of the Light Bomber Division is at Novi Sad. It was formerly at Sombor, but was moved because of the nearness to the Hungarian border. The division consists of the 41 Light Bomber regiment, at Sombor; the 42 Regiment, at Novi Sad, and the 43 Regiment, at Batajnica and Pazova. The division also has four auxiliary airfields; three along the Rumanian border and one at Subotica. The regiments are organized into three squadrons, each of four "patrols" of four planes. Each is equipped with 61 planes; 52 of these are operating planes and 6 are reserve planes, while the remaining planes have not been identified. The division is equipped with a total of 180-190 planes.
9. The staff of a bomber regiment consists of the regimental commander, a regimental political officer, a chief of staff, a political section composed of an officer and a cadet officer; and the following sections: organization, operations, air gunnery, pilot, administration, technical, radio, medical, navigation, and quarters.
10. A bomber squadron has a commander, a political officer, a technical officer, a gunnery officer; a navigator, an adjutant and his assistant noncommissioned officer, a radio officer and a radio technician (noncommissioned officer) an engineer (noncommissioned officer), and two mechanics (enlisted men). Each of the four sections ("patrols") has 10 commissioned officers, 13 non-commissioned officers and four enlisted men, making a squadron total of 47 officers, 55 noncommissioned officers, and 18 enlisted men.
11. Each "patrol" is composed of: a patrol leader, a political officer, a technical officer, a gunnery officer, three pilots and three observer-navigators, all commissioned officers; a radiotelegraphist, three radio technician-gunnery, three mechanics first class, three mechanics second class, an engineer and two gunners, all noncommissioned officers, and four gunners, who are enlisted men.

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12. One of the "Stormovik" Assault divisions has its headquarters at Zagreb. This division consists of the 553 "Stormovik" Air Regiment, at Ples; the 554 Regiment, at Lucko; and the 555 Regiment, at Velika Gorica. The regiments are organized in three squadrons, each of four sections; each section has three planes. This makes 36 planes, besides which there is a plane for the regimental commander and 6-8 reserve planes. The division has about 140 planes altogether. Besides the three operating squadrons, each regiment has a training squadron, outfitted with various kinds of planes. This division has a good many Soviet LI airplanes. The division has four concealed auxiliary airfields south of the Sava River in the Zagreb area.
13. Headquarters of the second "Stormovik" Assault Division are at Skoplje. This division consists of the 421 "Stormovik" Air Regiment, at Nis; the 422 Regiment, at Skoplje, and the 423 Regiment, at Skoplje. In addition the division has auxiliary airfields at Kumenovo, Strumica, Tetovo Sud, Mitrovica Ost, Bitola, Stip Nord, and Pirot Sud. The organization and equipment are the same as those of the other assault division.
14. The jet fighter squadron is attached directly to the Air Force high command. It is stationed at the Pancevo Airfield, 16 kilometers northeast of Belgrade. It has 14 American F-84 planes. It is planned to transfer this unit to the Boka Airfield in the Banat, which was built by the Germans towards the end of World War II.
15. The separate special air regiment is located at the Rajlovac Airfield, near Sarajevo. This regiment is equipped with a mixture of planes. Besides the Rajlovac Field, there are three auxiliary airfields in this area: one in North Dalmatia; one at Sarajevo Ost, and one at Trebinje Ost.
16. The III Reconnaissance Regiment has headquarters at Mostar. This regiment has four squadrons, of which two are equipped with Hurricanes and the other two with UT-2 two-seater low-wing aircraft.
17. The separate air transport regiment is stationed at Zemun. This regiment has three squadrons of 12 planes each, making a total of 36. The 1 Squadron has six German JU-52 and six Soviet LI-2 planes; the 2 Squadron has four LI-2 and eight Douglas airplanes; the 3 Squadron has 12 LI-2s.
18. The Yugoslav Air Force has the most mixed airplane park in Europe, but with only a few good modern planes. There are few spare parts for any of the airplanes, and the shortage is catastrophic in the case of the Soviet types. The types of planes in use are: YAK-3, YAK-7, YAK-9, LI-10, LI-2, UT-2, Petljakov-2, Spitfire, Hurricane, Harvard, Douglas, Fieser, F-84, YU-52, Blenheim, Brege-19, and Tiger-Mott. This is a total of 17 different kinds of planes. The resultant difficulties are obvious when it is considered that the efforts of native industry to manufacture parts for the foreign planes have not been successful.

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19. The chief bases for flight training are at the Ecka and Pancevo Airfields in the Banat, and at Zemun, near Belgrade. The training is done with the aid of the manuals generally used by the Soviet Air Force. There is a parachute righter school at the Novi Sad Airfield, with 250-260 trainees at the present time.
20. Flying is limited by the shortage of gasoline. There is sufficient flying personnel, but the leaders of the Air Force have little confidence, consequently, only enough fuel is supplied for short flights. Most of the flying has to be done in the forenoon. Night flying is absolutely not done, nor allowed.
21. No new fortifications have been constructed at any of the airfields, but the old ones have been maintained and repaired. The telephone and radio connections between the principal airfields function perfectly.

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